

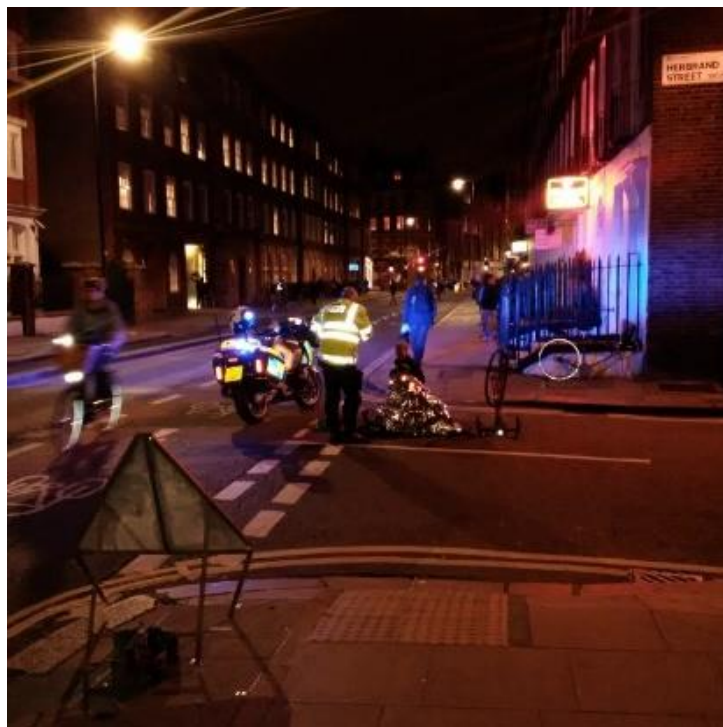
BLOOMSBURY RESIDENTS' ACTION GROUP PROOF OF EVIDENCE 5

Accident information and cycling safety

SUMMARY

A) ACCIDENT DATA

1. When the trial started in November 2015, suddenly and without consultation, Camden Council invited comments via its website. The website gave as explanation for the trial that *the route suffered from a high casualty record, particularly due to collisions between motor vehicles and cyclists, cyclists and cyclists*¹. Paragraph 4.3 of Camden's Statement of Case says similarly that the ETO was introduced *to address safety concerns along the corridor* as well as to improve provision for cyclists.
2. We have examined accident data on the corridor to see how credible the initial justification was and to see whether there is any evidence of safety improvement since the trial started. Our conclusions are, first, that the accident rate on the corridor before the trial was probably falling and, second, that there is so far no evidence that the trial has improved safety.
3. Accident observed on 19 October 2016 involving a cyclist and a van; this accident would not have happened with the pre-trial road layout because the cyclist would not have faced oncoming traffic.



4. Accident statistics should be looked at alongside journey numbers in order to assess risk. The Camden Statement of Case says the trial has resulted in a

¹ A printout can be provided. This text is no longer on the Camden website.

marked increase in cycle trips (up to 52% during peak hours). But this increase cannot be attributed to the street changes made as the comparison does not make adjustments for trends or seasonality.

5. We strongly challenge the argument that the trial was justified by a poor accident record on the corridor. For both cyclists and pedestrians, the pattern of accidents on the corridor was not exceptional when seen alongside accidents in the surrounding area. Nor was it worsening. Our provisional conclusions about the post-trial accident record are as follows:
 - a) The number of cyclist accidents in the first year of the trial, ten, was higher than in the year before, but the difference is not large enough for us to say that there has been a change in the underlying accident risk. Ten accidents in a year could happen by chance, when the historic average is 7 or 8 a year. But if the final 2016 dataset shows more incidents then we will revisit this conclusion.
 - b) The risk of accident depends on the number of journeys along the corridor. If a substantial increase in cycle journeys is assumed, then ten cyclist accidents in the trial's first year might indicate reduced risk. But we should avoid conclusions about risk without consistently-measured statistics on use. Also, there was probably already a downward trend in accident risk along the corridor, so a continued reduction need not be attributed to the trial. Again, we will revisit this conclusion if further incidents are reported.
 - c) For pedestrians, it is surprising that there was only one incident in the year after the trial started, especially in view of the comment to us by many pedestrians that crossing the corridor is now confusing. We suspect incomplete data. But even if the number of pedestrian accidents remains low after the next release, this is not enough to justify the trial. The number of pedestrian accidents in a year fluctuates quite markedly from year to year. If there was already a downward trend in pedestrian accidents, one accident in a year would not be all that surprising.

B) CYCLIST STATEMENTS - MANY CYCLISTS DO NOT 'FEEL SAFER' NOR WANT TO RETAIN THE SCHEME

The Full Version presents statement from four cyclists, one of whom is a member of the London Cycling Campaign. All three, being representative of many local cyclists, are against the trial. Key points include:

- a) The pre-2005 road layout on the corridor, with two traffic lanes and two cycle lanes worked well: [The cycle lanes] were narrow but I am not interested in cycling fast or overtaking so they suited me. I felt safe and I never witnessed any accidents.
- b) As a cyclist and local resident, I feel the ETO layout is not a success.
- c) Some cyclists get the impression this is a cycle 'superhighway' and start travelling very fast, overtaking other cyclists then having to go into the vehicle lane ... This false impression of being a superhighway also leads to aggressive behaviour by some cyclists who feel this is exclusively their space and pedestrians and cars should get out of their way.
- d) Because vehicle traffic is now only moving eastwards in Tavistock Place, when you are cycling west, ...you are facing oncoming vehicles. This feels unnatural and

frightening compared to the normal situation of cycling in the same direction as vehicles. The council claims cyclists feel safer with the new lanes, but this is not my experience at all.

- e) [For pedestrians] it is counter intuitive to have what is in effect a one-way street but with cyclists coming from both directions.
- f) I want to point out that although some cycling pressure groups support the ETO many cyclists, especially local residents, have a different opinion. Because the Torrington/Tavistock corridor is entirely within the central London congestion zone and reduced emissions zone it has fairly light vehicular traffic and almost no HGVs. It is therefore a fairly safe environment for cyclists and one in which heavily engineered and segregated cycling lanes are completely unnecessary and counter-productive.
- g) Although segregated tracks are promoted as being the safest form of protection for cyclists, I do not agree. The concrete kerbs that define a route may keep vehicles at a distance, but they also impose a barrier – which can be dangerous in its own right. The 'stepped' tracks, which are in existence near St Pancras Church and are being proposed for Tavistock Place, are very dangerous in wet conditions as tyres can easily slip off the edge, leading to a potential fall. There is a lack of clear definition as to what is flat space and what is raised. In my experience, this kind of cycling infrastructure does not make cycling safer for cyclists.
- h) The physical segregation of a cycle lane may give nervous cyclists more confidence, but what happens when the protection ends and these same riders have to merge with traffic at Upper Woburn Place to cycle to Holborn or elsewhere in central London? If a cyclist is “cushioned” into “feeling safe” by a segregated cycle track, he or she may become complacent and less attentive to the immediate road conditions.
- i) The increase in displaced traffic and resulting jams in roads such as Judd Street, Hunter Street and Upper Woburn Place means that cyclists are extremely vulnerable when emergency vehicles are forced to drive, at speed, on the wrong side of the road, i.e. against the traffic.
- j) I have stood on my balcony, which overlooks Judd Street, and watched cyclists on the wrong side of the road while vehicles are speeding towards them. I have watched them weaving dangerously in and out of the gridlocked vehicles immediately below my flat.
- k) Tavistock Place bisects a dense residential area of WC1. The streets south of the Euston Road are not simply streets in which to get from A to B, they form a distinct neighbourhood, and are full of people's homes. I support the return of Tavistock Place as a two-way vehicular road, with a cycle lane in direction of travel on either side of the carriageway,
- l) I first thought this was a good improvement for cyclists but not now. It has turned a safe and convenient local cycle route into desperate rush hour raceway which has attracted a number of ‘devil dare cyclists’.
- m) The thoughtless ETO layout has attracted ‘high speed’ cyclists who cycle ‘fast and furious’ in a manner that is inconsiderate of other cyclists – and other road users be they pedestrians or drivers., This is not a race track or the open’ road’. It is a local access route for residents, local businesses and urban commuters.

- n) I see on a daily basis the problems caused by the cycle track for locals (and actually tourists and people travelling through).
- o) I'm a local resident... and also member of the London Cycling Campaign (LCC), and I'm very concerned about the Tavistock-Torrington cycle tracks, which as part of the re-routing of traffic in the area have caused obvious problems, not least to safety.
- p) I just got an email from LCC yesterday asking members to go along to a meeting next week where they'd discuss 'campaign tactics' to 'save the Tavistock-Torrington cycle track'.
- q) I've emailed them back to say I don't agree with saving it and also to point out that a better option would be if they'd actually talk to the local community to find a better solution rather making the local community feel that they are the problem and imposing an option that might suit people travelling through the area (and it's not even clear it does) rather than local people.

FULL VERSION OF PROOF OF EVIDENCE 5

1. ACCIDENT DATA

Summary

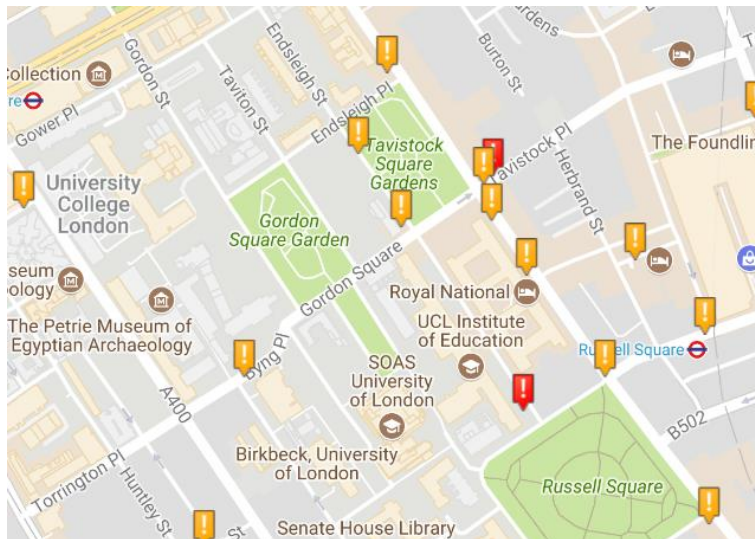
1. When the trial started in November 2015, suddenly and without consultation, Camden Council invited comments via its website. The website gave as explanation for the trial that *the route suffered from a high casualty record, particularly due to collisions between motor vehicles and cyclists, cyclists and cyclists*². Paragraph 4.3 of Camden's Statement of Case says similarly that the ETO was introduced *to address safety concerns along the corridor* as well as to improve provision for cyclists.
2. We have examined accident data on the corridor to see how credible the initial justification was and to see whether there is any evidence of safety improvement since the trial started. Our conclusions are, first, that the accident rate on the corridor before the trial was probably falling and, second, that there is so far no evidence that the trial has improved safety.

Data

3. Our data comes from [Crashmap](#). This website has been providing information about accidents on roads in Great Britain since 2011. It identifies where incidents happen, the vehicles involved, the casualties, and whether injuries were slight, serious or fatal. Data comes from police reports published by the Department of Transport. The data goes back to 1999 so it gives a good picture of the underlying pattern of accidents before the trial. Fig1 shows what a year's Crashmap data looks like. The data reported here simply selects out the corridor accidents from each year's map.

² A printout can be provided. This text is no longer on the Camden website.

Fig 1: Crashmap data for pedestrian casualties in 2015



4. At the time of writing, Crashmap only showed provisional data to September 2016 because of a delay in release by the Department of Transport. Publication of final 2016 data is expected on September 28 with data for January-June 2017 out in October³. This is later than the deadline for submitting proofs of evidence. There is enough data already available to give a provisional comment in this note but we may give further comments in our evidence session.

Safety before the trial

5. Table 1 shows the number of accidents involving pedal cyclist and pedestrian casualties in years up to 2015. Cyclist casualties averaged 7-8 a year, most involving only slight injury. There was a spike in 2011, but collisions in 2012-15 were down to their pre-spike level. If cycling along the corridor was increasing over the period the accident risk was falling. We do not have an explanation for the high number of accidents in 2011 but it might have been alarming at the time. It could be that traffic engineers noticed the accident spike in 2011 and started looking for solutions without noticing that the increase was not in fact maintained.

Table 1 – Corridor accidents between Tottenham Court Road and Judd Street, 1999-2015

Injury	Pedal cyclist casualties				Pedestrian casualties			
	Slight	Serious	Fatal	All	Slight	Serious	Fatal	All
1999	2	0	0	2	10	0	0	10
2000	5	1	0	6	6	2	0	8
2001	9	1	0	10	5	1	0	6
2002	6	0	0	6	6	0	0	6
2003	6	0	0	6	8	3	0	11
2004	7	1	0	8	11	1	0	12
2005	2	0	0	2	4	2	0	6
2006	5	0	0	5	4	3	0	7

³ See <https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>

2007	5	0	0	5	6	0	0	6
2008	9	2	0	11	7	1	1	9
2009	5	1	0	6	5	1	0	6
2010	6	1	0	7	3	0	0	3
2011	15	3	0	18	6	3	0	9
2012	5	2	0	7	4	3	0	7
2013	7	2	0	9	6	0	0	6
2014	7	1	0	8	6	2	0	8
2015 ⁴	6	0	0	6	3	1	0	4

- For pedestrians, there was a downward trend in accidents, from an average of about 8 a year in the first half of the period to an average of 6-7 a year more recently - see Table 1 again. 19 per cent of pedestrian casualties were serious or (in one case) fatal, compared with 12 per cent of cyclist casualties (where there were no corridor fatalities between 1999 and 2015). Pedestrian traffic was probably growing during the period so, again, the risk of accidents would have been falling.
- All accidents are regrettable, but the pattern of accidents on the corridor was not exceptional when seen alongside accidents in the surrounding area, using crashmaps such as Fig 1. Nor was it worsening. We therefore challenge Camden Council's argument that the trial is justified by the accident record.

Safety since the trial started

- In the absence of complete data for 2016 we have compared accidents in the year up to the start of the trial on 23 November 2015 with accidents in the following year, for cyclists and pedestrians separately. For 2016 we used crashmap data to 30 September and added one further cycling accident where we have photographic evidence. This is the data that we will want to update following new releases from the Department of Transport and Crashmap.
- Table 2 lists incidents in date order, showing also the vehicles involved and the degree of injury. There were six incidents involving cyclist casualties in the year before the trial and at least ten in the trial's first year. Note that two of the cyclist accidents did not involve a second vehicle. For pedestrian casualties there were four incidents in the year before the trial and at least one in the year after the trial. We say 'at least' for both cyclist and pedestrian incident numbers because of the currently incomplete Crashmap data. This is the data that we may want to revisit in our evidence session.

Table 2 – Accidents involving cyclist casualties, 23 November 2014-23 November 2016 (provisional)

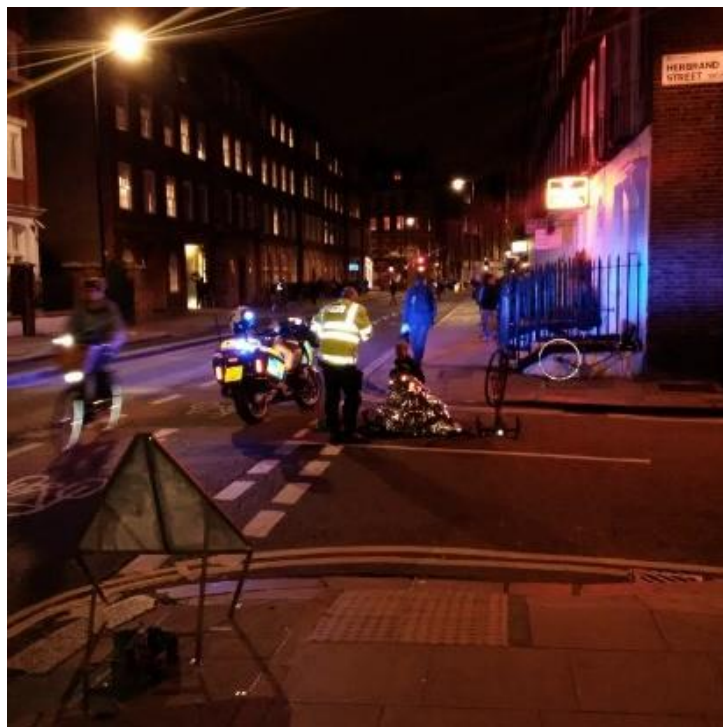
Casualty		Date of incident	Vehicle	Injury
Cyclist	Pre trial	2014 01-Dec	No other vehicle	Slight
Cyclist		2014 22-Dec	Taxi	Slight
Cyclist		2015 16-Apr	Car	Slight
Cyclist		2015 29-May	Van	Slight
Cyclist		2015 10-Sep	Van	Slight
Cyclist		2015 23-Sep	Taxi	Slight

⁴ Note that two cyclist casualty incidents and one pedestrian incident happened after the start of the cycle track trial on 23 November 2015.

Cyclist	Post trial	2015	10-Dec	Car	Slight
Cyclist		2015	21-Dec	Car	Slight
Cyclist		2016	28-Jan	Car	Slight
Cyclist		2016	25-Feb	Car	Slight
Cyclist		2016	18-Mar	No other vehicle	Slight
Cyclist		2016	24-Mar	Taxi	Slight
Cyclist		2016	30-Mar	Car	Slight
Cyclist		2016	19-Apr	Van	Slight
Cyclist		2016	28-Apr	Car	Slight
Cyclist		2016	19-Oct	Van	Assumed slight
Pedestrian	Pre trial	2014	16-Dec	Van	Slight
Pedestrian		2015	10-Jul	Van	Serious
Pedestrian		2015	01-Oct	Taxi	Slight
Pedestrian		2015	24-Oct	Car	Slight
Pedestrian	Post trial	2015	10-Dec	Car	Slight

10. The cyclist incident for which we have a photograph occurred on 19 October 2016, after dark – See Fig 2. A cyclist going west went into the windscreen of a van turning right into Herbrand Street. This accident would not have happened with the pre-trial road layout because the cyclist would not have faced oncoming traffic.

Fig 2: Accident observed on 19 October 2016 involving a cyclist and a van



11. Ideally, accident statistics should be looked at alongside journey numbers in order to assess risk. The Camden Statement of Case says the trial has resulted in *a marked increase in cycle trips (up to 52% during peak hours)*. But Camden's statements about cyclist and pedestrian numbers were challenged by a local blogger, Gordon Lee, in comments on the consultation documents last year. He

wrote: *Across the four sites and three hourly periods, cycling numbers increased 13% (from 4,763 to 5,394). But this increase cannot be attributed to the street changes made as the comparison does not make adjustments for trend nor seasonality....The pre-trial (March 2015) and in-trial (May 2016) counts are more than a year apart. One would expect cycling numbers to have grown across London during that time, regardless of this trial... The in-trial count took place in a warmer month compared to the pre-trial count. Plenty of research exists to show how seasonal patterns in cycling. One would therefore expect more cycling in May compared to March, regardless of this trial. A similar comparison table for pedestrian counts was published in the consultation document. The data only shows a 0.1% increase in pedestrian numbers. As with the comparison for cycle counts, the same problems exist where this 0.1% increase has not been adjusted for trend nor seasonality.*

Conclusions

12. As already noted, we strongly challenge the argument that the trial was justified by a poor accident record on the corridor. Our provisional conclusions about the post-trial accident record are as follows:
 - a) The number of cyclist accidents in the first year of the trial, ten, was higher than in the year before, but the difference is not large enough for us to say that there has been a change in the underlying accident risk. Ten accidents in a year could happen by chance, when the historic average is 7 or 8 a year. But if the final 2016 dataset shows more incidents then we will revisit this conclusion.
 - b) The risk of accident depends on the number of journeys along the corridor. If a substantial increase in cycle journeys is assumed, then ten cyclist accidents in the trial's first year might indicate reduced risk. But we should avoid conclusions about risk without consistently-measured statistics on use. Also, there was probably already a downward trend in accident risk along the corridor, so a continued reduction need not be attributed to the trial. Again, we will revisit this conclusion if further incidents are reported.
 - c) For pedestrians, it is surprising that there was only one incident in the year after the trial started, especially in view of the comment to us by many pedestrians that crossing the corridor is now confusing. We suspect incomplete data. But even if the number of pedestrian accidents remains low after the next release, this is not enough to justify the trial. The number of pedestrian accidents in a year fluctuates quite markedly from year to year. If there was already a downward trend in pedestrian accidents, one accident in a year would not be all that surprising.

2. CYCLIST STATEMENTS - MANY CYCLISTS DO NOT 'FEEL SAFER' NOR WANT TO RETAIN THE SCHEME

A. Statement by Mark Foley, local cyclist

1. I am a local resident and cyclist. From the mid 1980s until recently I cycled regularly from my home in Judd Street to work in Oxford Circus. As a result I am very familiar with the cycle routes in the area and the way that they have changed over the years.
2. In the 80s and 90s cycling in Bloomsbury was a joy. Most of the roads were two-way so each day I could try different routes to work through the back streets. Then gradually the council made more and more of these streets one-way (nearly

all eastbound), making it increasingly difficult to avoid main roads. Eventually the only road which remained two-way between Tottenham Court Road and Gray's Inn Road was the Tavistock/Torrington corridor. Tavistock Place remained two-way and had cycle lanes in each direction. They were narrow but I am not interested in cycling fast or overtaking so they suited me. I felt safe and I never witnessed any accidents. Then, around 2005, these lanes were removed and the two-way segregated cycle track was built on the north side of Tavistock/Torrington. It was badly thought out, too narrow and imposed without any consultation with local residents. I could go into some detail about why it was so unsuccessful, but that is not relevant to this inquiry. Like many cyclists, when travelling west I would avoid it and cycle on the main carriageway. Then, in 2015, the ETO was imposed and yet again the situation for cyclists deteriorated. I would like to explain why, as a cyclist and local resident, I feel the ETO layout is not a success.

Inconsistent widths, signage and signals

3. The cycle tracks vary considerably in width. In some places you can cycle side by side with other cyclists. In others it narrows down to a space sufficient for only one. This is confusing as, in the wider sections, some cyclists get the impression this is a cycle 'superhighway' and start travelling very fast, overtaking other cyclists then having to go into the vehicle lane (into the path of oncoming vehicles if they are travelling westbound) where the track narrows. This false impression of being a superhighway also leads to aggressive behaviour by some cyclists who feel this is exclusively their space and pedestrians and cars should get out of their way. Because the cycle lane is very wide in Gordon Square, Tavistock Square and Byng Place I have often seen cyclists sailing through red lights and ignoring pedestrians on the zebra crossing. Because in some places there are separate signals for the cycle lane I feel some cyclists believe they don't have to obey the ordinary traffic signals on most of the corridor.

Cycling against the flow of traffic

4. Because vehicle traffic is now only moving eastwards in Tavistock Place, when you are cycling west, although you are in a separate lane, you are facing oncoming vehicles. This feels unnatural and frightening compared to the normal situation of cycling in the same direction as vehicles. The council claims cyclists feel safer with the new lanes, but this is not my experience at all. In fact, it can be dangerous – on several occasions when cycling west I have had to slam on my brakes because a taxi or delivery truck has pulled in to the south curb to drop off a passenger or unload, blocking the cycle lane. I have also witnessed near accidents with pedestrians crossing the street. Naturally, when seeing cars only coming from the west they assume it is a one-way street and only look towards the west before crossing, unaware of cyclists coming from the east. Fortunately, in the incidents I personally witnessed the cyclists were going slowly enough to be able to stop in time otherwise there might have been some serious injuries (something other local residents have witnessed).
5. It is counter intuitive to have what is in effect a one-way street but with cyclists coming from both directions.

The cycle tracks are in the wrong streets

6. In the mayor of London's cycle grid the Torrington/Tavistock route is shown as part of the grid and described as a 'quietway'. That is a cycle route without physical separation from vehicles. It is not supposed to be a cycle superhighway. This is for the obvious reason that this route doesn't really go anywhere

significant (except for hospital patients who are unlikely to be on bicycles). At the west end of the corridor it meets the T junction of Tottenham Court road. At the east end it meets the T junction of Gray's Inn Road. Because most cyclists want to get to/from central areas such as Covent Garden, Soho and Oxford Street they tend to only use part of the corridor and then zig-zag through the surrounding streets to get to Euston, King's Cross or Islington. As these streets are now often full of the displaced traffic from Tavistock Place, this is a dangerous side-effect of the ETO.

7. The cycle tracks would be much more useful if they were installed in more convenient routes for cyclists such as around the back of the British Museum and Bedford Square, around Russell Square, through Guilford Street, and along High Holborn.
8. I want to point out that although some cycling pressure groups support the ETO many cyclists, especially local residents, have a different opinion. Because the Torrington/Tavistock corridor is entirely within the central London congestion zone and reduced emissions zone it has fairly light vehicular traffic and almost no HGVs. It is therefore a fairly safe environment for cyclists and one in which heavily engineered and segregated cycling lanes are completely unnecessary and counter-productive.

B. Statement by Debbie Radcliffe, local cyclist

Summary

1. I am an experienced cyclist and do not support the aspiration of Camden Council to make the trial layout of Tavistock Place permanent. I do not feel that it has necessarily made cycling safer for cyclists – especially in the wider context of cycling around the city. Why should a scheme cater only for cyclists whose destination lies on the route? What happens when less confident cyclists (for whom the intervention has been made) have to cycle elsewhere? The displaced traffic (resulting from the scheme) has made it much more hazardous for cyclists negotiating their way around the surrounding gridlocked streets.

Personal statement

2. I am a cyclist. I do not own a car. I am a member of a car club and very occasionally use a car club car if I need to transport something large. I rarely take a taxi. I walk within the local area, sometimes make use of public transport but a bicycle is my main mode of travel.
3. I also cycle for recreational purposes and regularly ride 40 miles at the weekend. I have worked, and therefore cycled, in many cities and towns in Europe and elsewhere including Copenhagen, Amsterdam, Hamburg and San Francisco - places in which cycling predominates. I work freelance as a community planner for JTP, a firm of architects, masterplanners and placemakers. I am fully aware of the beneficial effect of reducing motor traffic in towns and cities, especially in terms of health and wellbeing.
4. I love cycling and the freedom it presents, but I do not support the loss of a westbound route along Tavistock Place and a presumption in favour of cyclists. A bicycle is indeed an excellent way of getting around a city. But it is a mode of transport that is not possible for everyone, for a variety of reasons – such as physical incapacity and work constraints. As such there has to be a balance. I believe that our local residential streets must work for as many people as

possible. Tavistock Place should certainly not be a privileged domain for commuting cyclists simply passing through the area.

Interventions to Tavistock Place

5. In 2014 I agreed to do the voiceover narration for a video produced by Camden Cyclists to show that the segregated bi-directional cycle lane along the north side of Tavistock Place was inappropriate and unsafe. In this location the cycle infrastructure was dangerous and confusing for cyclists, car drivers and pedestrians.
6. In November 2016, without any prior notification, I was amazed to find that the westbound route for cars had been removed from Tavistock Place, with a widened cycle lane on both north and south side of the road. This was not the answer. The number of commuting cyclists increased but the quality of life for residents in the neighbourhood decreased significantly.

Impact of ETO on local residents

7. I moved to a flat in Judd Street in 1981, and my principal concern is for the welfare of the community, among whom I have lived happily for 36 years. There are many residents who have lived in the neighbourhood for 40 or more years; some are now frail and disabled and deeply distressed by the changes that have been imposed on Tavistock Place.
8. Elderly residents of the Brunswick Centre (which includes a large number of sheltered flats) walk to the popular local pharmacy in Leigh Street. I know from Kirti (the pharmacist) that they are now particularly fearful of crossing Tavistock Place, as many commuting cyclists travel along the cycle tracks at a considerable speed, and frequently do not stop at red traffic lights. [*Kirti's statement in CP Day Report, page 67*]
9. What has been most distressing is the way that the scheme has pitted 'cyclists' (good) against 'residents' (bad). Many of us are both residents and cyclists. Where has a sense of perspective gone? There is a feeling of 'fundamentalism' in the prevailing attitude of cycle campaigners, that the new traffic layout MUST be better. Why must it?

Problems with segregated cycle ways

10. Although segregated tracks are promoted as being the safest form of protection for cyclists, I do not agree. The concrete kerbs that define a route may keep vehicles at a distance, but they also impose a barrier – which can be dangerous in its own right. The 'stepped' tracks, which are in existence near St Pancras Church and are being proposed for Tavistock Place, are very dangerous in wet conditions as tyres can easily slip off the edge, leading to a potential fall. There is a lack of clear definition as to what is flat space and what is raised. In my experience, this kind of cycling infrastructure does not make cycling safer for cyclists.
11. The physical segregation of a cycle lane may give nervous cyclists more confidence, but what happens when the protection ends and these same riders have to merge with traffic at Upper Woburn Place to cycle to Holborn or elsewhere in central London? If a cyclist is "cushioned" into "feeling safe" by a segregated cycle track, he or she may become complacent and less attentive to the immediate road conditions. In my opinion, a cyclist should have sufficient knowhow and confidence to cycle anywhere, not just in a protected zone. This "protection" leads to a false sense of security. When there is no physical barrier, a

faster cyclist, if necessary, can simply overtake the one in front, when it is safe to do so. This is why personal responsibility for one's actions, an alertness and awareness of other modes of getting around (walking / driving) are so important.

Personal experience of segregated cycle lanes

12. As I cycle along Tavistock Place I do not feel safer than when I am in other parts of the city where there is only a white line as a source of protection. It can be alarming when a bike hurtles past me, sometimes at extraordinary speed. And then has to brake if ahead there are a couple of slower cyclists riding side by side, chatting.
13. I do not like to feel that I cannot escape from the space I am in, if there is a situation in which I need to get off the cycle track. I know there are occasional gaps to permit entry to side streets on the opposite side of the road, but the street scene feels rigid, I feel "hemmed in" by the imposition of cycle infrastructure.
14. It certainly does not feel safe when cyclists on Santander bikes are riding in the opposite direction, thinking they are still in Europe. Or when one comes across an ambulance forced to park across the cycle tracks because the vehicle cannot otherwise reach the resident who needs assistance:



Or when a car chooses to drive westbound along Tavistock Place - in the wrong direction, because there is no eastbound route.



Or when I cycle to Waitrose in the Brunswick Centre, I watch many errant cyclists zoom through the red lights at the junction with Hunter Street / Judd Street. I regularly access the cycle lane at Marchmont Street, and witness cyclists ignoring the lights as they turn right on to Tavistock Place – even when there are

pedestrians crossing. This may get them to work or college quickly but shows a lack of respect to the residential community who live here. And this is dangerous.

Impact of gridlocked streets on cyclists

15. The increase in displaced traffic and resulting jams in roads such as Judd Street, Hunter Street and Upper Woburn Place means that cyclists are extremely vulnerable when emergency vehicles are forced to drive, at speed, on the wrong side of the road, i.e. against the traffic.
16. I have stood on my balcony, which overlooks Judd Street, and watched cyclists on the wrong side of the road while vehicles are speeding towards them. I have watched them weaving dangerously in and out of the gridlocked vehicles immediately below my flat. I myself have had to take extreme care when negotiating a route along Upper Woburn Place when traffic is more or less at a standstill and there are a number of cyclists, including myself, trying to find a way through the mayhem.

Wider London cycling

17. I accept that there are sections of the city where extra safety measures are needed, especially at key junctions and roundabouts and where cars travel at speed. But Tavistock Place does not present the same hazards at a major roundabout, such as Elephant and Castle or Old Street (where I have been know led off my bike in the past by a driver who thought I too could accelerate at 40 miles an hour).
18. I have used the Super Highway route to cycle to Wandsworth and note that these blue-painted sections of road are generally not segregated, but are clearly defined for cyclists, not cars, to use. The lanes change in width according to location. They have a flexibility that permanent segregated cycle infrastructure does not have. I feel safely separated from vehicles by being on a clearly defined cycle lane, and not "barricaded in" by physical infrastructure, which give limited options to change direction.

Personal aspirations for cycling

20. I am an enthusiastic cyclist, and want to see cycling promoted as an excellent means of getting around London – for those who are fit enough and do not need a vehicle to earn a living. I personally think that it is the responsibility of all cyclists to be conscious of their own safety, and that of other people – whether pedestrians, or drivers. We are not an endangered species, and we are not above the law. All cyclists should know how to cycle properly, wear a helmet, respect pedestrians and abide by traffic signals. Cyclists do not need to go at speed, which the current very wide 'motorway' situation along the Tavistock Place corridor encourages.
21. Tavistock Place bisects a dense residential area of WC1. The streets south of the Euston Road are not simply streets in which to get from A to B, they form a distinct neighbourhood, and are full of people's homes. I support the return of Tavistock Place as a two-way vehicular road, with a cycle lane in direction of travel on either side of the carriageway, defined by a white line, which is quite sufficient to keep cars away from cyclists (as elsewhere in London and other cities). This is how the street used to function, providing a non-segregated lane for cyclists travelling west and east. This permitted a westbound route for vehicles to use too, if necessary. In other words, the street layout provided

freedom of movement for all.

22. Cycling should be encouraged so we need cycle lanes. Residents also need to be able to get around by vehicular means – if necessary. First and foremost, we all need to SHARE the space.

C. Statement by Trevor Shonfield, local cyclist

1. I am a daily cyclist and resident of Judd St WC1. I enjoy cycling and use my cycle for local journeys, to Paddington Station (for onward travel by train) , to my work and at weekends for pleasure rides outside of London. I like to think that I am a moderate and enthusiastic cyclist. In the past I frequently used the cycle way along Tavistock Place both for westbound and eastbound journeys during the rush hour periods and at other times.
2. In November 2015, as part of an ETO and without consultation, Camden Council made various changes to the cycling provisions along Tavistock Place including the dividing of the cycle way into separate and wider east bound and westbound tracks. The overall width has increased such that the individual east/west bound cycle ways are each about the same width of the original bi-directional cycle pathway. I first thought this was a good improvement for cyclists but not now. It has turned a safe and convenient local cycle route into desperate rush hour raceway which has attracted a number of 'devil dare cyclists' An outcome both tragic and often commented on in other parts of London.
3. The thoughtless ETO layout has attracted 'high speed' cyclists who cycle 'fast and furious' in a manner that is inconsiderate of other cyclists – and other road users be they pedestrians or drivers., This is not a race track or the open' road'. It is a local access route for residents, local businesses and urban commuters.
4. In the last year, I have seen numerous near misses as fast cyclists force their way along the cycle track. I have frequently felt unsafe on the new tracks and know, from passing comments, that many other track users feel likewise. Last month I found myself the victim of an incident when two 'speedsters' were obviously out to 'beat the lights' and forced me off the track space into the vehicle pathway – fortunately no vehicles were closeby. Aggressive cycling seems to be something that the Council and Camden Cycling ignore by their passivity towards the matter.
5. I, along with some other neighbors, now find cycling eastbound along Bernard Street and westbound along Leigh Street, and dog-legging via Marchmont, Herbrand and Guilford Streets along common shared use roads safer than risking the wrath of 'death ride cyclists' who have been attracted to the wider race tracks introduced as part of this thoughtless trial.
6. That common roadway is the safer option compared to using a dedicated cycle track is ridiculous. The sooner this is rectified the better! Narrower lanes are more than sufficient, safer and better for a route that is little used except on peak hour weekdays. Narrower lanes are no attraction for the 'racers' and makes cycling in this neighborhood safer and the sensible choice.

D. Statement by Katrina Dixon, member of London Cycling Campaign and cyclist who lived locally until recently

1. The statement below was written on 27th July 2016, and recently – 21st September 2017 – the writer added:

'I completely give you full permission to include my letter as evidence. I've actually moved to Highgate but I still work in Bloomsbury so I see on a daily basis the problems caused by the cycle track for locals (and actually tourists and people travelling through).'

2. I'm a local resident (Mecklenburgh Square) and also member of the London Cycling Campaign (LCC), and I'm very concerned about the Tavistock-Torrington cycle tracks, which as part of the re-routing of traffic in the area have caused obvious problems, not least to safety (I've witnessed more than one elderly resident nearly knocked down by aggressive cyclists whizzing through red lights).
3. Happy to get involved to help, but just to say I just got an email from LCC yesterday asking members to go along to a meeting next week where they'd discuss 'campaign tactics' to 'save the Tavistock-Torrington cycle track'.
4. I've emailed them back to say I don't agree with saving it and also to point out that a better option would be if they'd actually talk to the local community to find a better solution rather making the local community feel that they are the problem and imposing an option that might suit people travelling through the area (and it's not even clear it does) rather than local people.
5. You might want to get in touch with LCC to suggest that representatives of BRAG are at their campaign meeting so everyone can properly discuss the situation and better ways forward.

Best wishes
Katrina Dixon
Mecklenburgh Square

3. CYCLING IS NOW MORE DANGEROUS IN SURROUNDING STREETS

Whilst Tavistock Place is often empty of cars and cycles, the surrounding streets, which have absorbed the displaced traffic, are often now so congested that they are hazardous for cyclists. Photos illustrating this are set out in Proof of Evidence 6.